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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

July 17, 2006

Mr. John Tippet, AICP
Asst. Dir./Transportation Planner
Western Piedmont Council of Governments
P.O. Box 9026
Hickory, NC 28603-9026

Subject: Unifour (Hickory-Newton-Conover) UA MPO, FY 2007 PWP Approval, Unobligated Balance

Dear John:

Your PL Work Program for FY 2007 in the amount of \$ 306,563 has been approved. Please note that your final PL 104(f) fund allocation of \$ 286,248 has changed slightly due to the receipt of an updated authorization from FHWA. Also, your current unobligated balance is \$ 244,969 and the closeout of your FY 2005 work program.

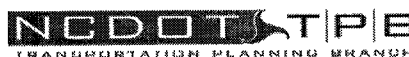
If you have any questions, please do not hesitate to call or email me at 919-733-4705 or mbruff@dot.state.nc.us.

Sincerely,

Mike Bruff, P.E.
Manager, Transportation Planning Branch

cc: Loretta Barren
Linh Nguyen, P.E.
Alena Cook, P.E.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554



www.NCDOT.ORG

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1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
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**PLANNING WORK PROGRAM
FOR
TRANSPORTATION PLANNING
FOR THE
HICKORY URBAN AREA
2006-2007**

PREPARED BY:

WESTERN PIEDMONT COUNCIL OF GOVERNMENTS

IN COOPERATION WITH:

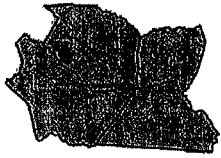
**HICKORY URBAN AREA
TECHNICAL COORDINATING COMMITTEE (TCC)**

**HICKORY URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

FEBRUARY 22, 2006

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**GREATER HICKORY
METROPOLITAN PLANNING ORGANIZATION (MPO)**
736 4th Street SW, PO Box 9026
Hickory, NC 28603



RESOLUTION

**APPROVING THE FY 2006-2007 PLANNING WORK PROGRAM
OF THE HICKORY URBAN AREA**

A motion was made by the TAC Member BRUCE MEISNER and seconded by TAC Member STEVE SIMMONS for the adoption of the following resolution, and upon being put to a vote was duly adopted.

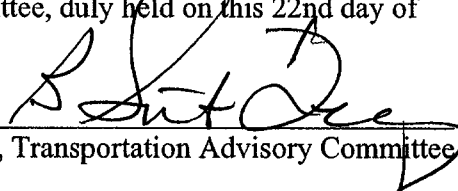
Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Hickory Urban Area.

Whereas, Western Piedmont Council of Governments has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds.

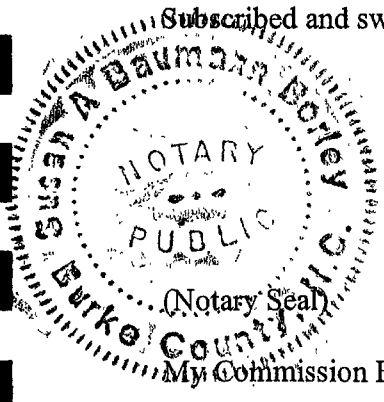
Whereas, members of the Hickory Urban Area Transportation Advisory Committee agree that the Planning Work Program will effectively advance transportation planning for SFY 2006-2007;

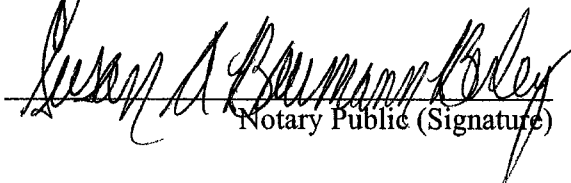
NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2006-2007 Planning Work Program for the Hickory Urban Area.

I, B. Stuart Terry, Chairman of the Hickory Urban Area Transportation Advisory Committee do hereby certify that the above is true and correct copy of an excerpt from the minutes of a meeting of the Hickory Urban Area Transportation Advisory Committee, duly held on this 22nd day of February 2006.


Chairman, Transportation Advisory Committee

Subscribed and sworn to me this the 22nd day of February 2006.




Notary Public (Signature)

Serving the transportation needs of Brookford, Cahah's Mountain, Catawba, Cedar Rock, Claremont, Conover, Connelly Springs, Drexel, Gamewell, Glen Alpine, Granite Falls, Hickory, Hildebran, Hudson, Lenoir, Long View, Maiden, Morganton, Newton, Rhodhiss, Rutherford College, Sawmills, Valdese and the Hickory urbanized areas of Alexander, Burke, Caldwell and Catawba Counties

INTRODUCTION FOR THE PLANNING WORK PROGRAM (PWP)

In June of 1982, the Hickory-Newton-Conover Urban Area Transportation Advisory Committee (TAC) approved a "Prospectus" which established a multi-year framework within which the Planning Work Program (PWP) is accomplished. Work tasks included in the Prospectus contain significant elements of the planning process used to develop transportation plans and programs. The Prospectus was updated in 1993 and most recently in 2002 to better reflect current work tasks and new federal and state planning requirements. In the period July 1, 1982 through June 30, 1983, the first PWP was developed and carried out for the area. The twenty fourth and most recent PWP is currently being implemented for the period July 1, 2005 through June 30, 2006.

The municipalities of Hickory, Newton, Conover, Long View, Claremont, Hildebran and Brookford have been involved on various transportation planning activities since 1962. Between 1980 and 1983, all these municipalities adopted either a joint or individual thoroughfare plan. More specifically, the Hickory-Long View-Brookford Thoroughfare Plan was adopted in 1983, the Newton and Conover Thoroughfare Plans were adopted in 1981, and the Claremont Thoroughfare Plan was adopted in 1980. In 1986 all eleven local governments adopted the area's first urban area thoroughfare plan. In 1994 and 1995, a significant amount of work was accomplished in reevaluating the 1986 thoroughfare plan. During the months of December, 1995, and January, February and March, 1996, all eleven local governments within the urban area, along with the Statewide Planning Branch of the N.C. Department of Transportation, formally approved the Hickory-Newton-Conover Thoroughfare Plan. The N.C. Board of Transportation also approved the plan on April 12, 1996. An update of the 1996 Plan began in FY 1999-2000 and was adopted on September 11, 2001. A new 2005 Long Range Transportation Plan update was adopted by the TAC on September 28, 2005. The technical update has a 2030 horizon year which will enable the area to maintain the federally required 20-year long range transportation plan. One of the major components of the FY 2006-2007 PWP will be completion of the model for the expanded MPO planning area.

All of the original highway priorities have been included in the N.C. Department of Transportation's State Transportation Improvement Program (STIP) and have or will be built with federal, state or local funds. Different priorities were established in FY 1989-90 after a very detailed benefits analysis of all thoroughfare plan projects was done by the NCDOT. Nine of the top ten (10) projects were included in the STIP for feasibility studies and/or right-of-way protection. A new cost benefits analysis was developed by the TCC and TAC in 1998. This process resulted in no changes in priority for the projects in the STIP. These priorities are included in the area's Metropolitan Transportation Improvement Program (MTIP). The most recent STIP (2006-2012) included thirteen (13) major highway projects for construction or identified as unfunded projects. In addition, there were projects included in the aviation, bicycle, public transit and landscaping sections of the STIP.

In addressing public transit needs, the Federal Transit Administration (FTA) approved capital grant funds during FY 1986-87 to assist in the purchase of five buses and two Paratransit vans. The Piedmont Wagon Transit System, primarily served the cities of Hickory, Newton and Conover until 2000. In that year, the Catawba County human service transportation system consolidated management with Piedmont Wagon to form a county-wide transit system. The Piedmont Wagon Transit Master Plan was completed in FY 2001-2002 and is the first long range

transit plan. Its horizon year is 2025. The City of Hickory is the designated grant recipient for FTA Section 5307 funds that are used to support the system along with local funds provided by Hickory, Newton and Conover. Maintenance services are provided by Penske Truck Leasing Company. A consultant was recently hired to prepare a Regional Transportation Implementation Plan. The Plan will develop recommendations on consolidating Piedmont Wagon with at least two of the other three public transit systems within the region.

The primary focus of the FY 2006-2007 PWP will be the completion of the new Long Range Transportation Plan model and special projects focusing on corridor studies and air quality planning. The major corridor study for the year will be the US 321-A and the Caldwell County Railroad study. The railroad extends into Hickory and Catawba County where it connects with the Norfolk-Southern mainline. The study will involve land use planning, redevelopment potential and highway connectivity and design issues. Also, a significant amount of work will be done on functional designs that will further assist area planners in protecting highway corridors. In addition, a substantial increase in air quality planning activities will be necessary as a result of the Unifour Area's participation in the Early Action Compact (EAC). The EAC represents a partnership between ten (10) area local governments, the NC Dept. of Environment and Natural Resources and the US Environmental Protection Agency. The purpose is to develop a State Implementation Plan (SIP) for the Unifour Area. The SIP is a technical analysis showing what control measures are necessary to attain the new 8-hour ozone standard, as well as the adopted rules for those measures. An ozone non-attainment designation will be deferred until 2007 if the requirements of the EAC are met. Catawba County is also in violation of the new PM 2.5 standards and transportation conformity requirements will continue.

The WPCOG and NCDOT chartered a Rural Transportation Planning Organization (RPO) on October 9, 2001 with the intent of studying regional transportation issues in rural areas and linkages to the state highway system. The Unifour RPO was organized and some specific work tasks were completed, primarily related to base mapping. The RPO's PWP will be coordinated with the MPO's PWP. The 2000 Census resulted in significant changes in the MPO and RPO planning boundaries. The MPO increased from eleven (11) local governments to twenty-seven (27) local governments. This resulted in a name change to Greater Hickory MPO. The Unifour RPO consists of the four counties and Taylorsville. Substantial time will also be spent on coordinating all planning activities with the RPO.

Additional upgrading of the MPO's Geographic Information System (GIS) will continue as new technologies enable the MPO to expand mapping and analytical capabilities. All functional designs will be digitized and supplied to each local government. As always, the MPO will continue to maintain its inventory components of the PWP and also monitor development by traffic zone through building permit information.

The FY 2006-2007 Planning Work Program is prepared in conjunction with the Federal Highway Administration and Federal Transit Administration. Local administrative review and approval is carried out in accordance with the 3-C Planning Process involving all municipalities within the region with the exception of Taylorsville; the counties of Alexander, Burke, Caldwell and Catawba; the N.C. Department of Transportation; the Technical Coordinating Committee and the Transportation Advisory Committee.

**FY 06-07
PLANNING WORK PROGRAM
RESPONSIBILITIES AND COSTS**

<u>Task</u>		<u>Cost(\$)</u>
II-A. Surveillance of Change		
II-A-1.	Traffic Volume Counts	
	WPCOG	9000
	NCDOT	0
	TOTAL	9000
II-A-4.	Traffic Accidents	
	WPCOG	1000
	NCDOT	0
	TOTAL	1000
II-A-5.	Transit System Data	
	WPCOG	1500
	TOTAL	1500
II-A-6.	Dwelling Unit Pop. & Employment Changes	
	WPCOG	12000
	TOTAL	12000
II-A-7.	Air Travel	
	WPCOG	3000
	TOTAL	3000
II-A-8.	Vehicle Occupancy Counts	
	WPCOG	4000
	TOTAL	4000
II-A-10.	Mapping	
	WPCOG	30000
	TOTAL	30000
II-B. Long Range Transportation Plan		
II-B-3	Travel Model Updates	
	NCDOT	5000
	TOTAL	5000

II-B-6.	Community Goals and Objectives		
	WPCOG	9000	
	NCDOT	3000	
	TOTAL	12000	
II-B-7.	Forecast of Future Travel Patterns		
	NCDOT	5000	
	TOTAL	5000	
II-B-8.	Capacity Deficiency Analysis		
	NCDOT	4000	
	TOTAL	4000	
II-B-9.	Highway Element of LRTP		
	WPCOG	18000	
	NCDOT	8000	
	TOTAL	26000	
II-B-10.	Transit Element of LRTP		
	WPCOG	11400	
	City of Hickory	87500	
	NCDOT	3000	
	TOTAL	101900	
II-B-11.	Bicycle and Pedestrian Element of the LRTP		
	WPCOG	14000	
	NCDOT	3000	
		17000	
II-B-14.	Rail, or Other Mode of the LRTP		
	WPCOG	16000	
	NCDOT	2000	
	TOTAL	18000	
II-B-16.	Financial Planning		
	WPCOG	13000	
	NCDOT	5000	
	TOTAL	18000	
II-B-17.	Congestion Management Strategies		
	WPCOG	19000	
	TOTAL	19000	
II-B-18.	Air Quality Planning/Conformity Analysis		
	WPCOG	58000	
	NCDOT	5000	
	TOTAL	63000	

III-A	Planning Work Program
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WPCOG	4000
NCDOT	2000
TOTAL	6000

III-B	Transportation Improvement Program
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WPCOG	8000
NCDOT	2000
TOTAL	10000

III-C	Civil Rights Compliance/Other Regulatory Requirements
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III-C-2.	Environmental Justice	
	WPCOG	5000
	NCDOT	3000
	TOTAL	8000

III-C-6.	Public Involvement	
	WPCOG	7000
	NCDOT	3000
	TOTAL	10000

III-D	Incidental Planning/Project Development
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III-D-1.	Transportation Enhancement Planning	
	WPCOG	2000
	TOTAL	2000

III-D-2.	Environmental Analysis & Pre-TIP Planning	
	WPCOG	10000
	NCDOT	14000
	TOTAL	24000

III-D-3.	Special Studies	
	WPCOG	33000
	NCDOT	10000
	TOTAL	43000

III-D-4.	Regional or Statewide Planning	
	WPCOG	23000
	NCDOT	3000
	TOTAL	26000

III-E	Management & Operations
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WPCOG	26733
NCDOT	7000
City of Hickory	87500

TOTAL	121233
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TOTAL PROGRAM COST	599633
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PARTICIPANTS

WPCOG	337633
CITY OF HICKORY	175000
NCDOT	87000

TOTAL	599633
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INCOME

FHWA-PL	245250
FHWA LOCAL	61313
FTA SECT. 5303	24856
FTA LOCAL SECT. 5303	3107
FTA STATE SECT. 5303	3107
FTA SECT. 5307	140000
FTA LOCAL SECT. 5307	17500
FTA STATE SECT. 5307	17500
FHWA-HPR	69600
FHWA STATE	17400

TOTAL	599633
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FY 2006 - 2007 Greater Hickory MPO Local Match Requirements

Local Government	WPCOG-PL		WPCOG-FTA		OTHER	
	2000 MPO Population	AMOUNT	2000 MPO Population	AMOUNT	MATCH	TOTAL
Alexander Co. (Nonmunicipal and Non RPO)	7,815	\$1,849.27	7,815	\$93.71		\$1,942.98
Brookford	434	\$102.70	434	\$5.20		\$107.90
Burke Co. (Nonmunicipal and Non RPO)	31,347	\$7,417.67	31,347	\$375.89		\$7,793.56
Cajah's Mountain	2,683	\$634.88	2,683	\$32.17		\$667.05
Caldwell Co. (Nonmunicipal and Non RPO)	29,389	\$6,954.35	29,389	\$352.41		\$7,306.76
Catawba	698	\$165.17	698	\$8.37		\$173.54
Catawba Co. (Nonmunicipal and Non RPO)	56,647	\$13,404.44	56,647	\$679.26		\$14,083.70
Cedar Rock	315	\$74.54	315	\$3.78		\$78.32
Claremont	1,038	\$245.62	1,038	\$12.45		\$258.07
Connelly Springs	1,814	\$429.25	1,814	\$21.75		\$451.00
Conover	7,524	\$1,780.41	7,524	\$90.22		\$1,870.63
Drexel	1,938	\$458.59	1,938	\$23.24		\$481.83
Gamewell	3,644	\$862.28	3,644	\$43.70		\$905.98
Glen Alpine	1,090	\$257.93	1,090	\$13.07		\$271.00
Granite Falls	4,612	\$1,091.34	4,612	\$55.30		\$1,146.65
Hickory	37,222	\$8,807.88	37,222	\$446.33	\$17,500.00	\$26,754.22
Hildebran	1,472	\$348.32	1,472	\$17.65		\$365.97
Hudson	3,078	\$728.35	3,078	\$36.91		\$765.26
Lenoir	16,793	\$3,973.75	16,793	\$201.37		\$4,175.11
Long View	4,722	\$1,117.37	4,722	\$56.62		\$1,173.99
Maiden	3,282	\$776.62	3,282	\$39.35		\$815.98
Morganton	17,310	\$4,096.08	17,310	\$207.57		\$4,303.65
Newton	12,560	\$2,972.09	12,560	\$150.61		\$3,122.69
Rhodhiss	982	\$232.37	982	\$11.78		\$244.15
Rutherford College	1,293	\$305.96	1,293	\$15.50		\$321.47
Sawmills	4,921	\$1,164.46	4,921	\$59.01		\$1,223.47
Valdese	4,485	\$1,061.29	4,485	\$53.78		\$1,115.07
Total	259,108	\$61,313.00	259,108	\$3,107.00	\$17,500.00	\$81,920.00

FY 2006-2007 Planning Work Program: Funding Sources Table

MPO: Greater Hickory MPO

TASK CODE	TASK DESCRIPTION	SPR Highway		SEC. 104 (f) PL Highway / Transit		SECTION 5303 Transit / Highway			SECTION 5307 Transit			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 100%	TE 100%	DO 100%	LOCAL	STATE	FEDERAL	TOTAL
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts			1,800	7,200										1,800	0	7,200	9,000
II-A-2	Vehicle Miles of Travel														0	0	0	0
II-A-3	Street System Changes														0	0	0	0
II-A-4	Traffic Accidents			200	800										200	0	800	1,000
II-A-5	Transit System Data					150	150	1,200							150	150	1,200	1,500
II-A-6	Dwelling Unit, Pop. & Emp. Change			2,400	9,600										2,400	0	9,600	12,000
II-A-7	Air Travel			600	2,400										600	0	2,400	3,000
II-A-8	Vehicle Occupancy Rates			800	3,200										800	0	3,200	4,000
II-A-9	Travel Time Studies														0	0	0	0
II-A-10	Mapping			5,580	22,320	210	210	1,680							5,790	210	24,000	30,000
II-A-11	Central Area Parking Inventory														0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory														0	0	0	0
II-B	Long Range Transp. Plan																	
II-B-1	Collection of Base Year Data														0	0	0	0
II-B-2	Collection of Network Data														0	0	0	0
II-B-3	Travel Model Updates	1,000	4,000												0	1,000	4,000	5,000
II-B-4	Travel Surveys														0	0	0	0
II-B-5	Forecast of Data to Horizon year														0	0	0	0
II-B-6	Community Goals & Objectives	600	2,400	1,800	7,200										1,800	600	9,600	12,000
II-B-7	Forecast of Future Travel Patterns	1,000	4,000												0	1,000	4,000	5,000
II-B-8	Capacity Deficiency Analysis	800	3,200												0	800	3,200	4,000
II-B-9	Highway Element of the LRTP	1,600	6,400	3,600	14,400										3,600	1,600	20,800	26,000
II-B-10	Transit Element of the LRTP	600	2,400			1,140	1,140	9,120							9,880	10,490	81,520	101,900
II-B-11	Bicycle & Ped. Element of the LRTP	600	2,400	2,800	11,200										2,800	600	13,600	17,000
II-B-12	Airport/Air Travel Element of LRTP														0	0	0	0
II-B-13	Collector Street Element of LRTP														0	0	0	0
II-B-14	Rail, Water or other mode of LRTP	400	1,600	3,200	12,800										3,200	400	14,400	18,000
II-B-15	Freight Movement/Mobility Planning														0	0	0	0
II-B-16	Financial Planning	1,000	4,000	2,600	10,400										2,600	1,000	14,400	18,000
II-B-17	Congestion Management Strategies			3,800	15,200										3,800	0	15,200	19,000
II-B-18	Air Qual. Planning/Conformity Anal.	1,000	4,000	11,600	46,400										11,600	1,000	50,400	63,000
III-A	Planning Work Program	400	1,600	600	2,400	100	100	800							700	500	4,800	6,000
III-B	Transp. Improvement Plan	400	1,600	1,400	5,600	100	100	800							1,500	500	8,000	10,000
III-C	Cvt Rgts. Cmp./Otr. Reg. Reqs.																	
III-C-1	Title VI														0	0	0	0
III-C-2	Environmental Justice	600	2,400	1,000	4,000										1,000	600	6,400	8,000
III-C-3	Minority Business Enterprise														0	0	0	0
III-C-4	Planning for the Elderly & Disabled														0	0	0	0
III-C-5	Safety/Drug Control Planning														0	0	0	0
III-C-6	Public Involvement	600	2,400	1,400	5,600										1,400	600	8,000	10,000
III-C-7	Private Sector Participation														0	0	0	0
III-D	Incidental Png./Project Dev.																	
III-D-1	Transportation Enhancement Png.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Png.	2,800	11,200	2,000	8,000										2,000	2,800	19,200	24,000
III-D-3	Special Studies	2,000	8,000	6,600	26,400										6,600	2,000	34,400	43,000
III-D-4	Regional or Statewide Planning	600	2,400	3,800	15,200	400	400	3,200							4,200	1,000	20,800	26,000
III-E	Management & Operations	1,400	5,600	3,333	13,330	1,007	1,007	8,056	17,500	17,500	140,000	0	0	0	13,090	11,157	96,986	121,233
TOTALS		17,400	69,600	61,313	245,250	3,107	3,107	24,856	17,500	17,500	140,000	0	0	0	81,920	38,007	479,706	599,633